BookletChart™

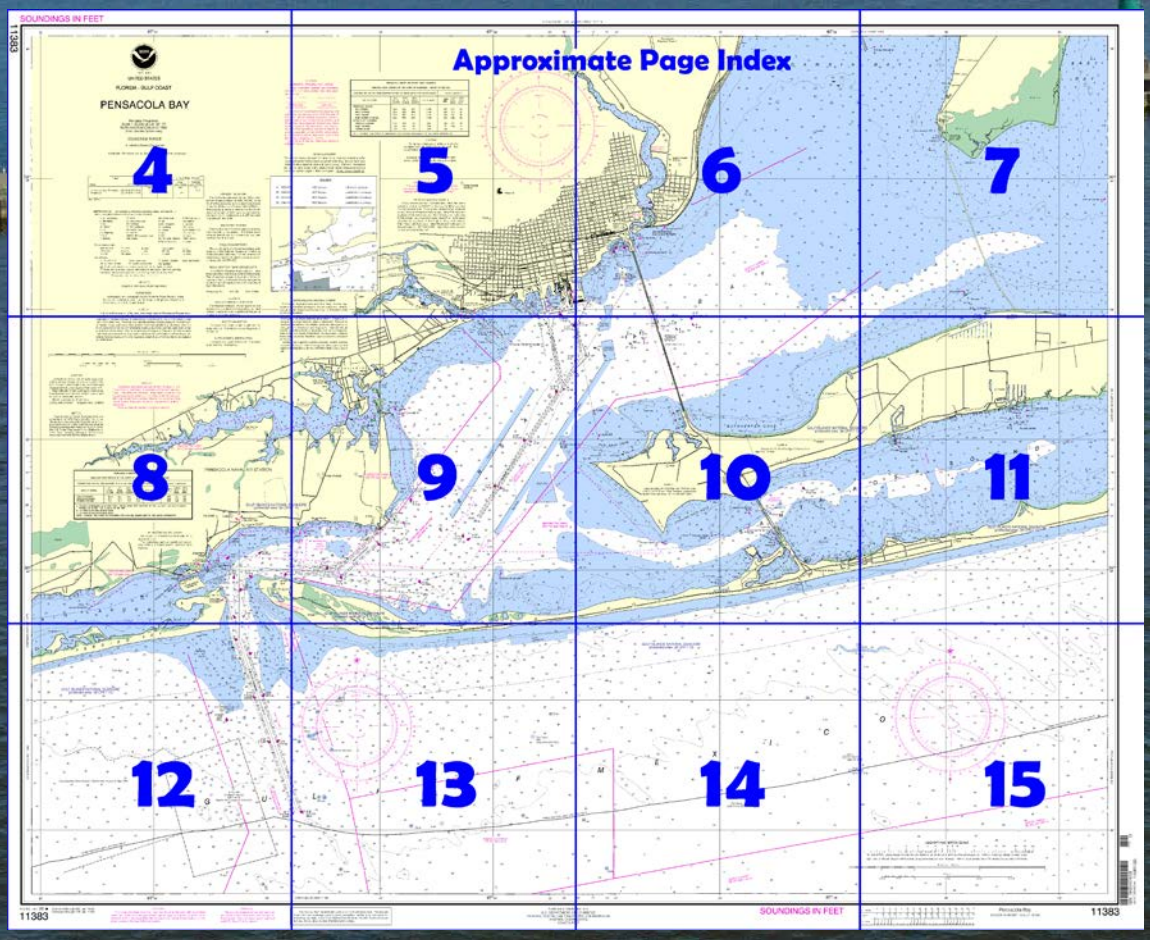
Pensacola Bay

NOAA Chart 11383

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

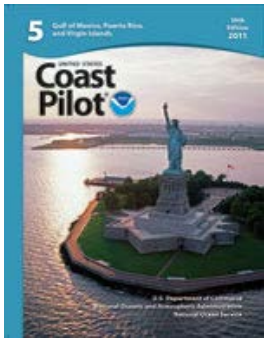
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11383



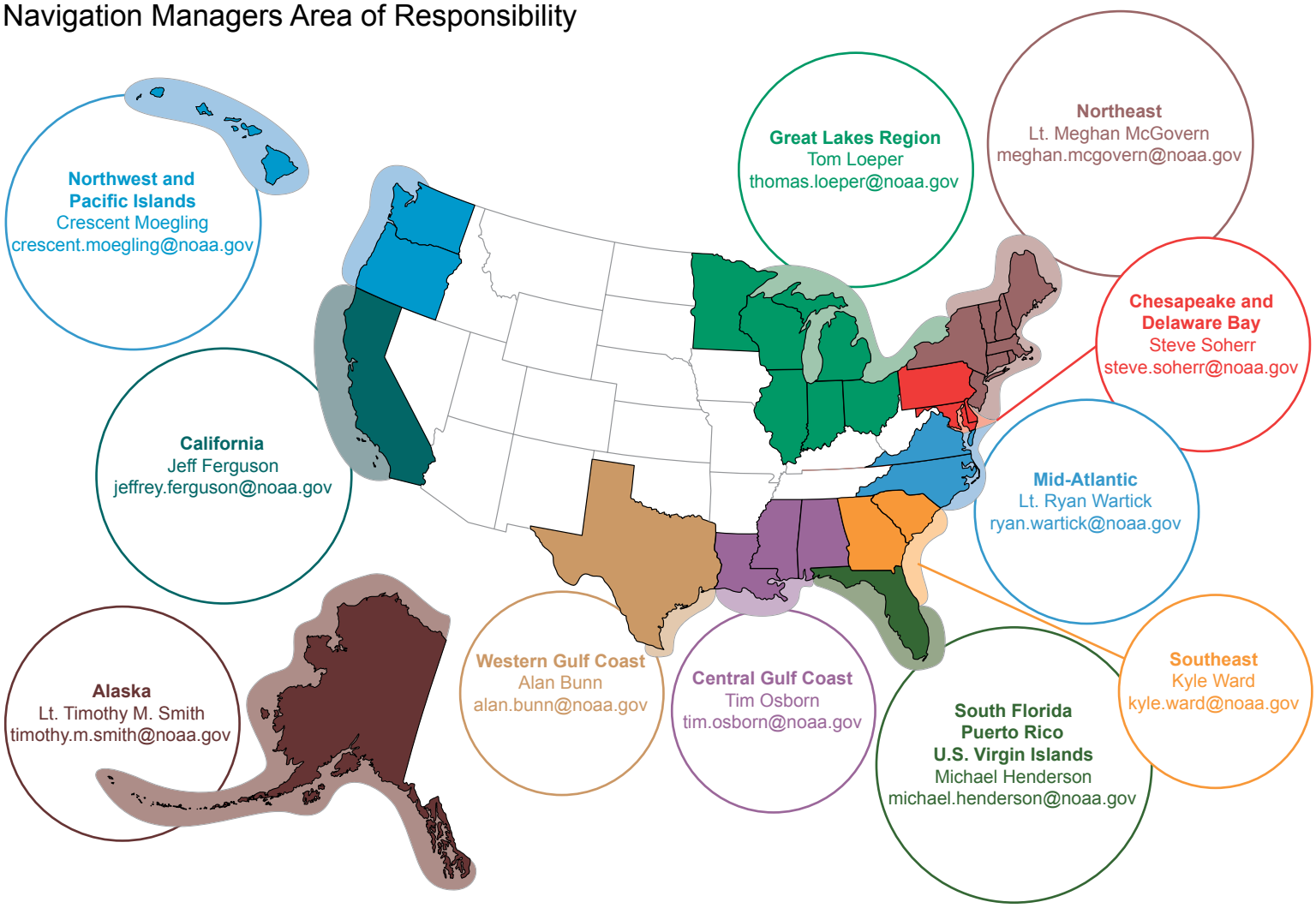
[Coast Pilot 5, Chapter 9 excerpts].
Bay Channel extends NE for 4 miles to two parallel channels, **West Channel** and **East Channel,** that lead N to **Inner Harbor Channel,** along the wharves at Pensacola. Project depth in these channels is 33 feet.
Bayou Chico Channel is a channel that leads from the bay to a turning basin 1 mile above the entrance to the bayou. A Federal Project provides 15 feet through the entrance channel, thence 14 feet in the inner channel and turning basin.
The channels are marked by lighted ranges, lights, daybeacons, and lighted and unlighted buoys.

Anchorages.–Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.
Dangers.–East Bank and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal,** with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line. Shoaling was reported at the entrance to the bay between Buoy 7 and Lighted Bell Buoy 12.
A **restricted area** and a seaplane **restricted area** are in Pensacola Bay.
Currents.–The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier.
In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.
Vessels should approach the harbor through the prescribed Safety Fairways. (See **166.100 through 166.200,** chapter 2.)
In July 1984, an obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.
Anchorages.–Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. (See **166.100 through 166.200**, chapter 2.) In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.
Dangers.–East Bank and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal,** with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line.
A naval **restricted area,** a **restricted area,** and a seaplane **restricted area** are in Pensacola Bay. (See **334.775, 334.778** and **334.780**, chapter 2, for limits and regulations.)
Currents.–The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier.
In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.
Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing over 6 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility

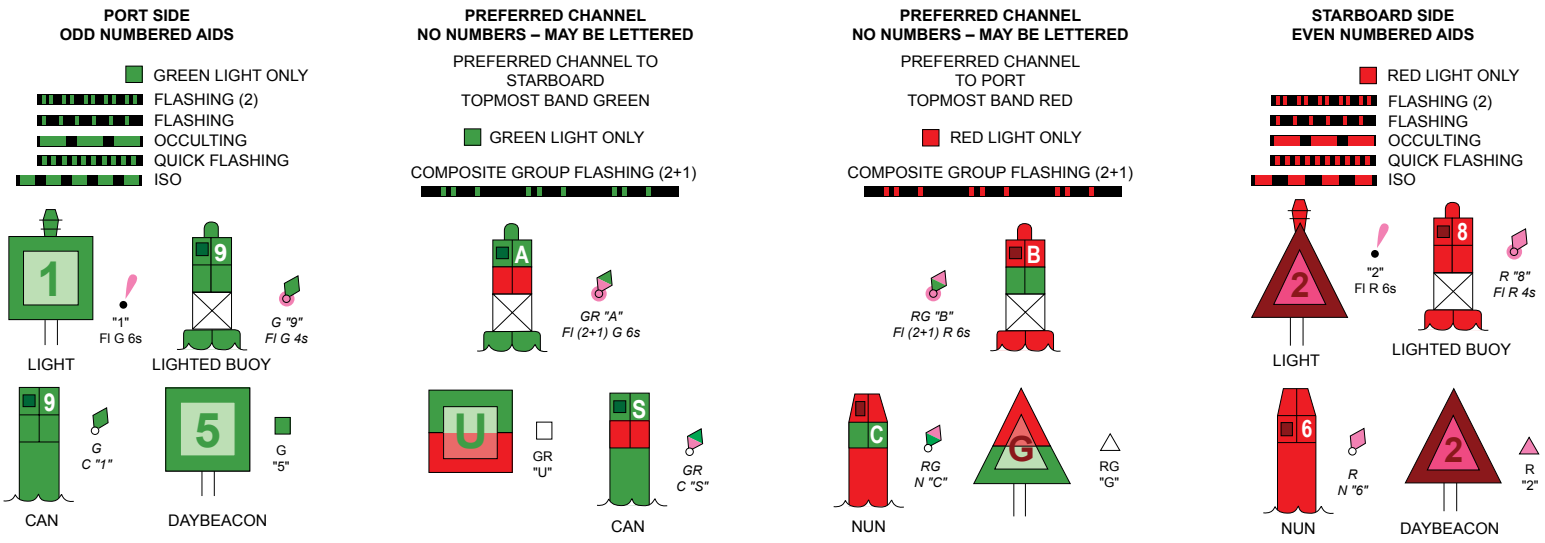


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11383

22' 87°20' 18'

28'

30° 26'

24'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - GULF COAST

PENSACOLA BAY

Mercator Projection
Scale 1:30,000 at Lat. 30° 22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pensacola	(30°24'N/087°13'W)	1.3	1.2	0.0
Pensacola Bay entrance	(30°20'N/087°19'W)	1.1	---	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.717" northward and 0.108" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Pensacola, FL	KEC-86	162.400 MHz

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

SUBM
Charte
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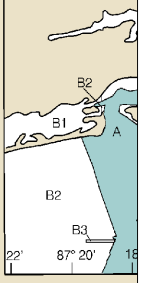
are shown

Pipelin

Additio
submarine
this chart.
marine ca
those tha
become e
caution w
water con
pipelines
anchoring
Covere
unlighted

The outlin
survey info
banded in
by the U.S
not shown

A 1990-2010
B1 1990-1994
B2 1970-1989
B3 1940-1969



HU
Hurricanes,
cause consid
navigation and
in unknown loc
Charted sou
reflect actual c
navigation may
have been mov
extinguished o
not rely upon t
Wrecks and su
from charted lo
or moved.
Mariners ar
requested to
hazards to nav
unit.

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Formerly C&GS 490, 1st Ed., June 1859

16' 87° 14' 13' 45" 30"

CAUTION
BMARINE PIPELINES AND CABLES
ted submarine pipelines and submarine
nd submarine pipeline and cable areas
wn as:

line Area *Cable Area*

tional uncharted submarine pipelines and
ine cables may exist within the area of
rt. Not all submarine pipelines and sub-
cables are required to be buried, and
hat were originally buried may have
exposed. Mariners should use extreme
when operating vessels in depths of
omparable to their draft in areas where
es and cables may exist, and when
ng, dragging, or trawling.
ered wells may be marked by lighted or
d buoys.

PENSACOLA HARBOR AND BAYOU CHICO CHANNELS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2016 AND SURVEY OF MAR 2016

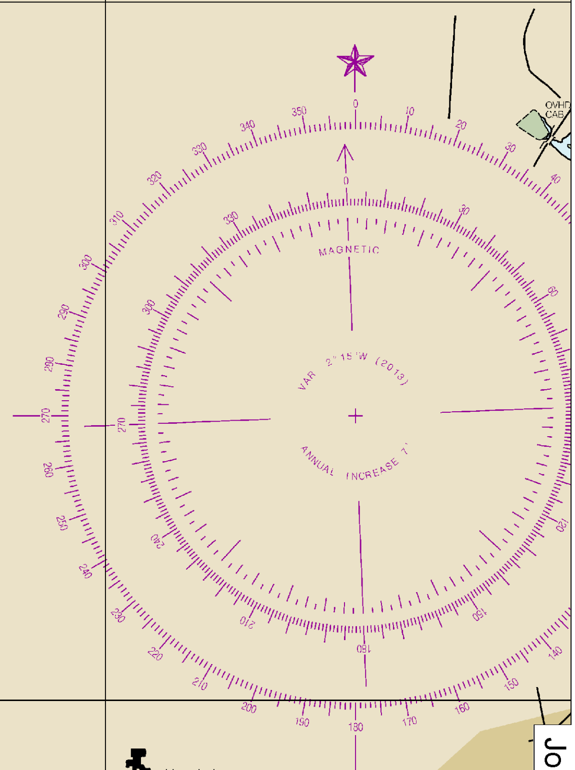
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PENSACOLA HARBOR							
BAY CHANNEL	27.7	26.1	31.9	3-16	300	2.7	33
WEST CHANNEL	25.7	25.4	26.9	3-16	300	0.8	33
EAST CHANNEL	29.5	30.4	29.4	3-16	300	1.3	33
HARBOR CHANNEL	27.8	26.8	27.0	3-16	500	0.9	33
BAYOU CHICO CHANNELS							
ENTRANCE CHANNEL	15.0	15.0	15.0	2-16	100	0.8	15
INNER CHANNEL	10.6	14.0	14.0	2-16	75	1.1	14
TURNING BASIN	6.5	10.0	9.1	2-16	500	-	14

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

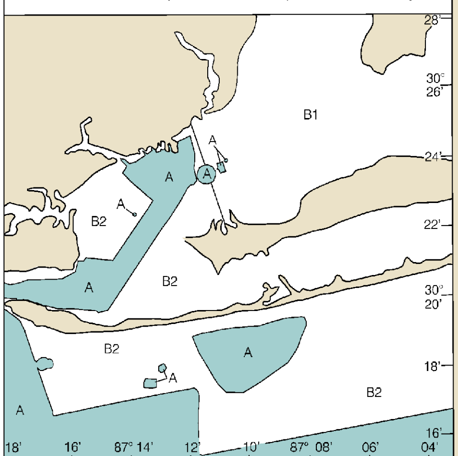
For Symbols and Abbreviations see Chart No. 1



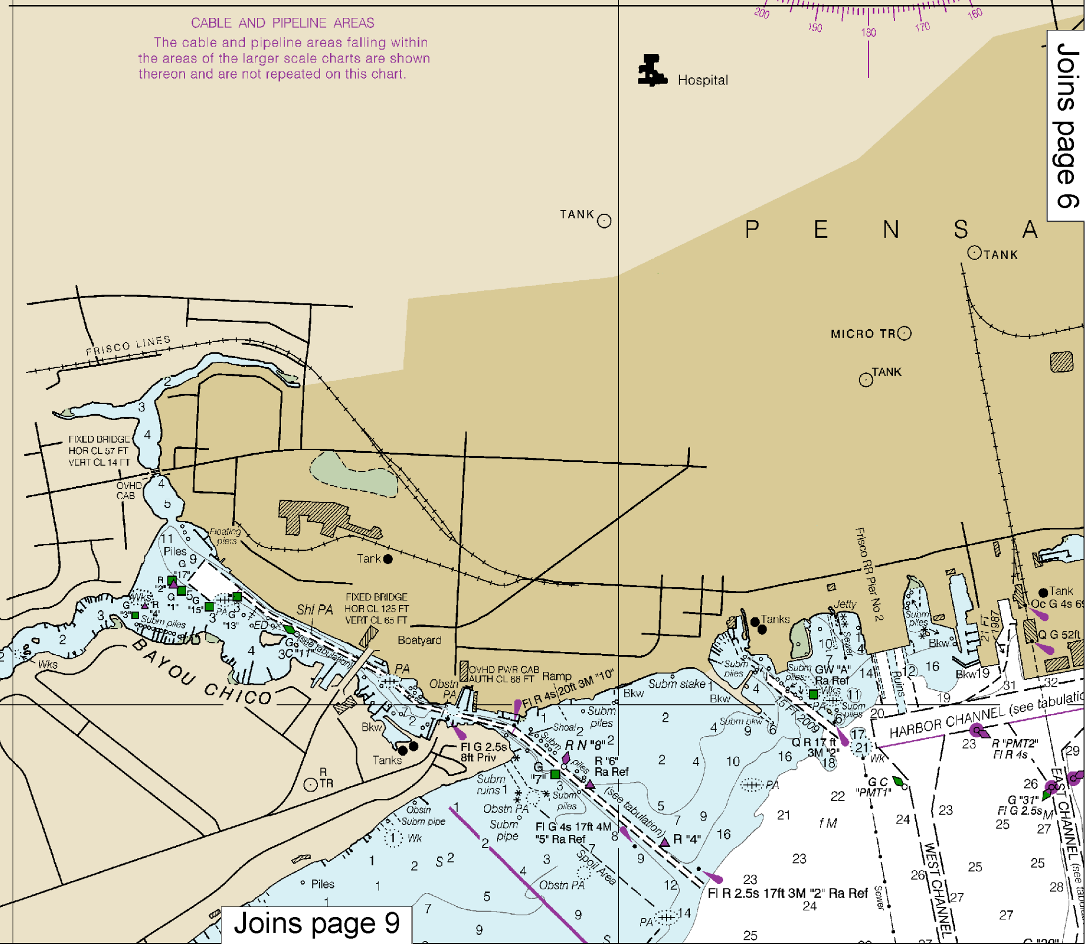
SOURCE DIAGRAM
ined areas represent the limits of the most recent hydrographic
nformation that has been evaluated for charting. Surveys have been
in this diagram by date and type of survey. Channels maintained
.S. Army Corps of Engineers are periodically resurveyed and are
wn on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

NOS Surveys	full bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

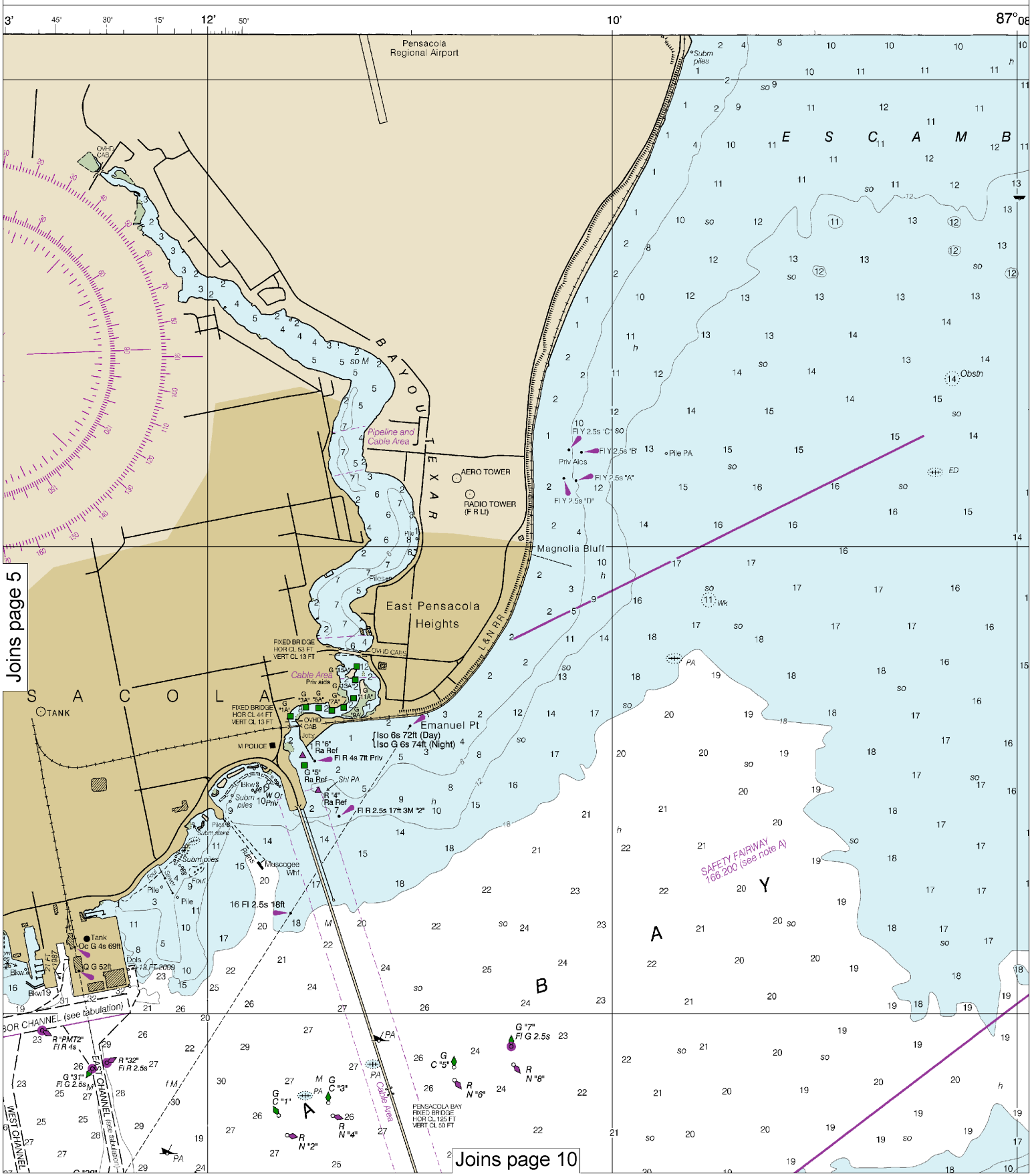


HURRICANES AND TROPICAL STORMS
s, tropical storms and other major storms may
iderable damage to marine structures, aids to
nd moored vessels, resulting in submerged debris
ocations.
oundings, channel depths and shoreline may not
l conditions following these storms. Fixed aids to
ay have been damaged or destroyed. Buoys may
oved from their charted positions, damaged, sunk,
l or otherwise made inoperative. Mariners should
l the position or operation of an aid to navigation.
submerged obstructions may have been displaced
locations. Pipelines may have become uncovered
are urged to exercise extreme caution and are
o report aids to navigation discrepancies and
avigation to the nearest United States Coast Guard

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

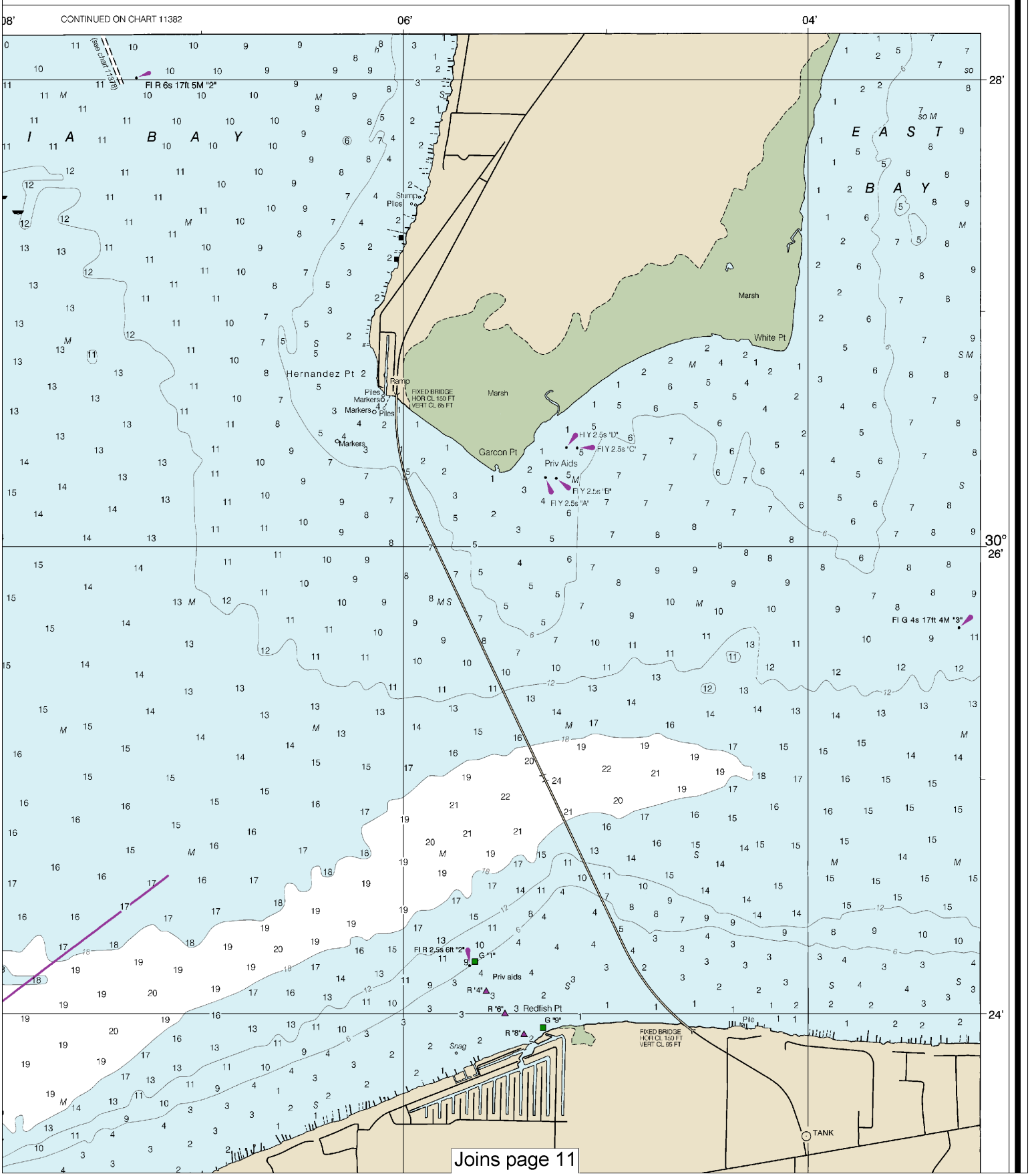
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



54th Ed., Oct. 2013. Last Correction: 8/16/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

Joins page 4

Within the 12-nautical mile Terri ential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

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Charted sou
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navigation may
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extinguished o
not rely upon t
Wrecks and su
from charted lo
or moved.
Mariners ar
requested to
hazards to nav
unit.

SCALE 1:30,000
Nautical Miles
1 ½ 0 1 2
Yards
1000 0 1000 2000 3000

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

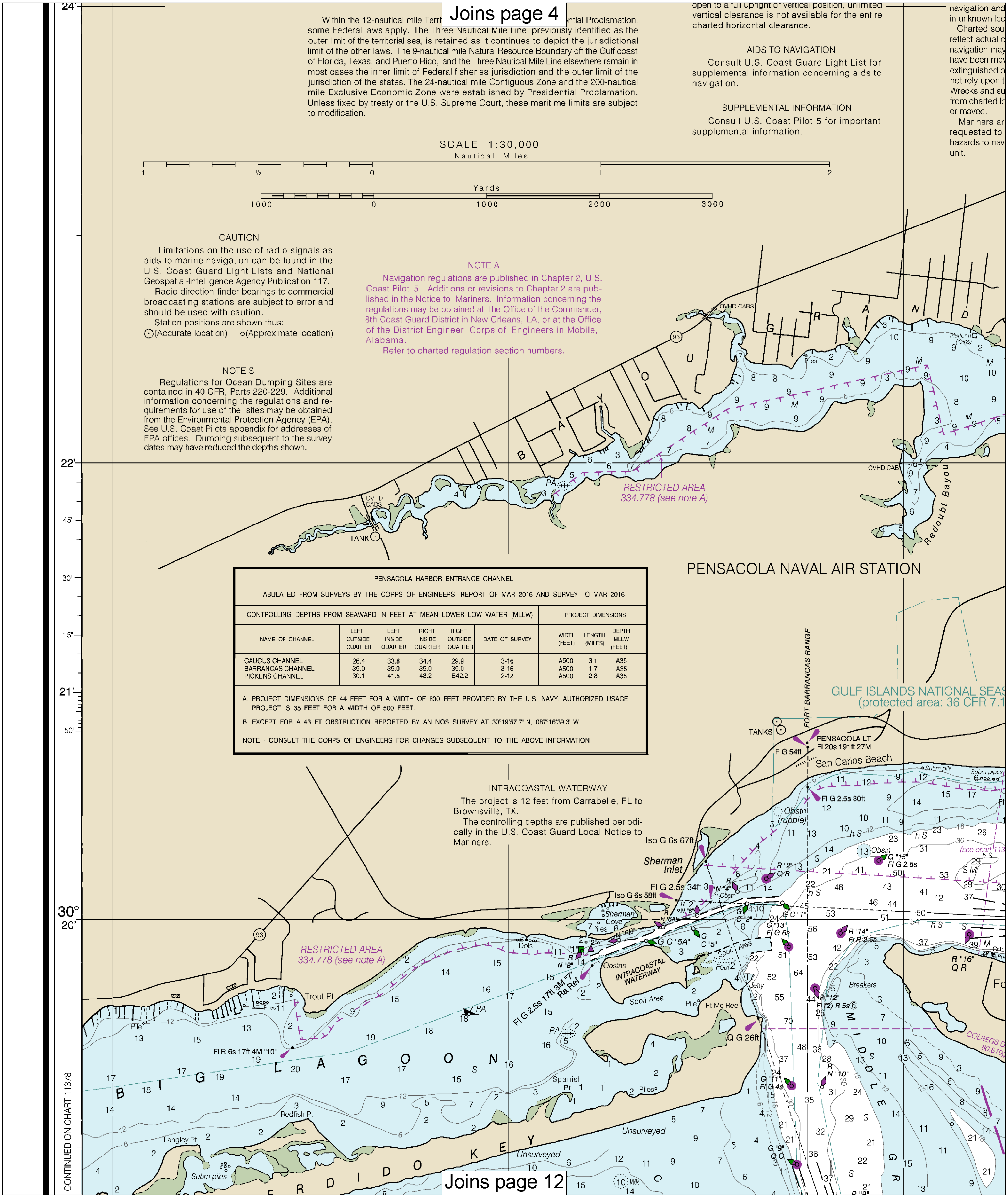
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, Alabama.

Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.



PENSACOLA HARBOR ENTRANCE CHANNEL								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2016 AND SURVEY TO MAR 2016								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CAUCUS CHANNEL	26.4	33.8	34.4	29.9	3-16	A500	3.1	A35
BARRANCAS CHANNEL	35.0	35.0	35.0	35.0	3-16	A500	1.7	A35
PICKENS CHANNEL	30.1	41.5	43.2	B42.2	2-12	A500	2.8	A35

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USACE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.3' W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

INTRACOASTAL WATERWAY

The project is 12 feet from Carrabelle, FL to Brownsville, TX.

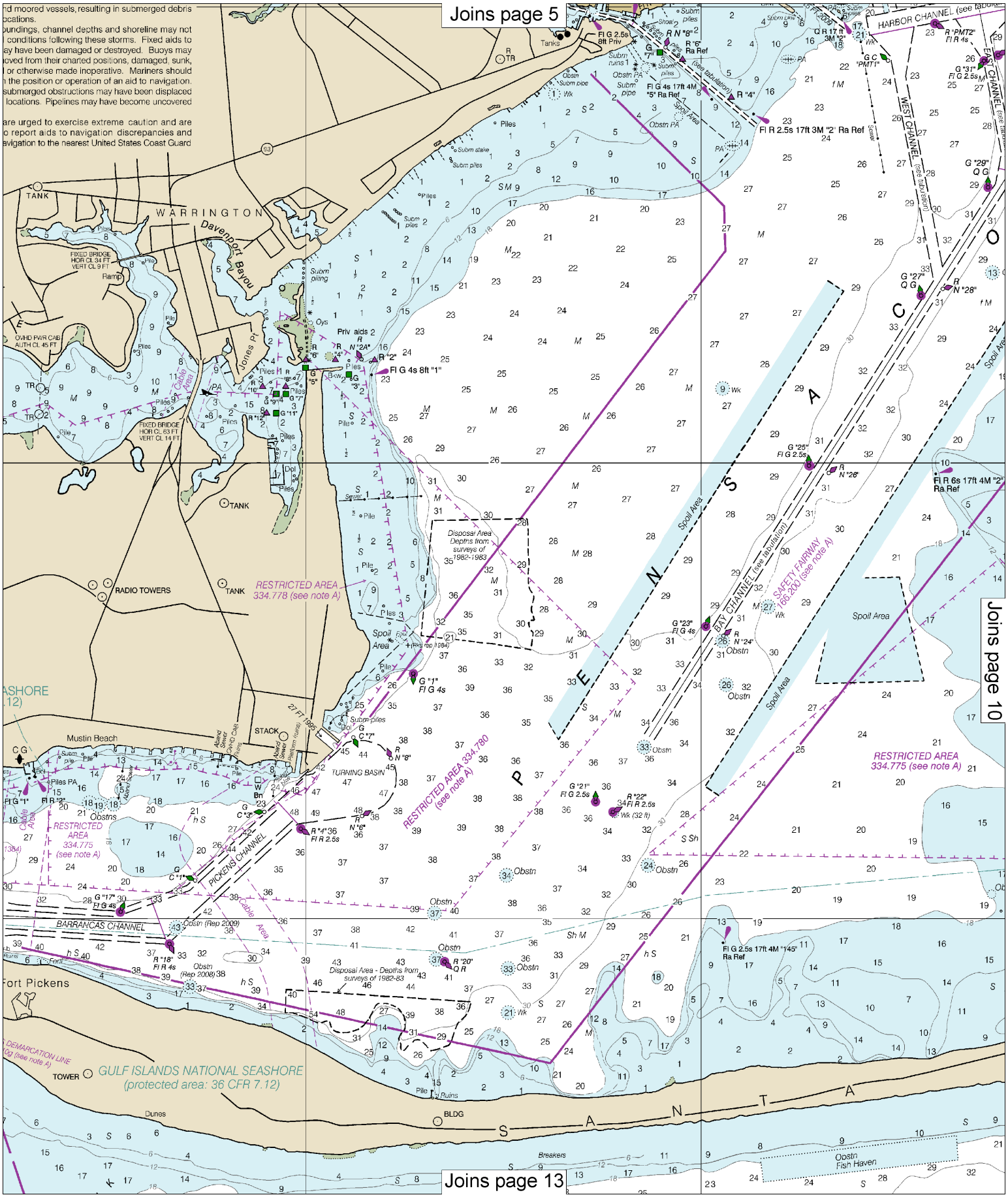
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

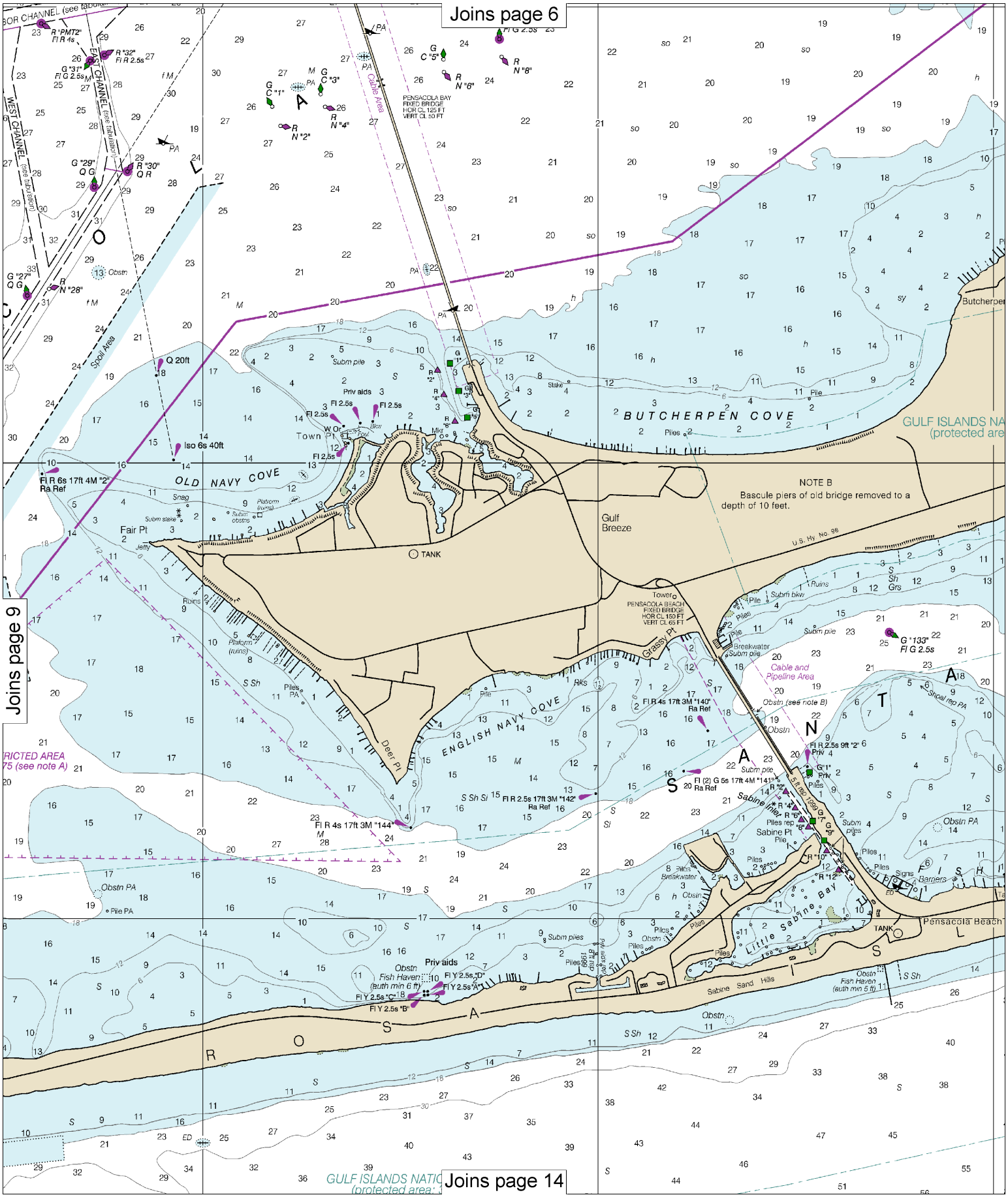
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~ See Note on page 5.

Nautical Miles
1 0 1 2
Yards
1000 0 1000 2000 3000


Joins page 5
nd moored vessels, resulting in submerged debris
ocations.
oundings, channel depths and shoreline may not
conditions following these storms. Fixed aids to
ay have been damaged or destroyed. Buoys may
oved from their charted positions, damaged, sunk,
or otherwise made inoperative. Mariners should
the position or operation of an aid to navigation.
submerged obstructions may have been displaced
locations. Pipelines may have become uncovered
are urged to exercise extreme caution and are
o report aids to navigation discrepancies and
avigation to the nearest United States Coast Guard
HARBOR CHANNEL (see tabulation)
WEST CHANNEL (see tabulation)
EAST CHANNEL (see tabulation)
WARRINGTON
Davenport Bayou
TANK
FIXED BRIDGE
HOR CL 34 FT
VERT CL 9 FT
OVHD PWR CAB
AUTH CL 45 FT
Jones Pl
FIXED BRIDGE
HOR CL 63 FT
VERT CL 14 FT
Priv aids 2
Fl G 4s 8ft "1"
Fl G 2.5s
8ft Priv
Fl G 4s 17ft 4M
"5" Ra Ref
Fl R 2.5s 17ft 3M "2" Ra Ref
Fl R 6s 17ft 4M "2"
Ra Ref
Fl G 2.5s 17ft 4M "145"
Ra Ref
RADIO TOWERS
TANK
RESTRICTED AREA
334.778 (see note A)
Disposal Area
Depths from
surveys of
1982-1983
Spoil Area
SAFETY FAIRWAY
166.200 (see note A)
BAY CHANNEL (see tabulation)
Spoil Area
RESTRICTED AREA 334.780
(see note A)
RESTRICTED AREA
334.775 (see note A)
Mustin Beach
STACK
TURNING BASIN
PICKENS CHANNEL
BARRANCAS CHANNEL
Obstn (Rep 2009)
Obstn
(Rep 2008)
Disposal Area - Depths from
surveys of 1982-83
Fort Pickens
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
TOWER
BLDG
Dunes
Breakers
Obstn
Fish Haven
Joins page 10
Joins page 13



10

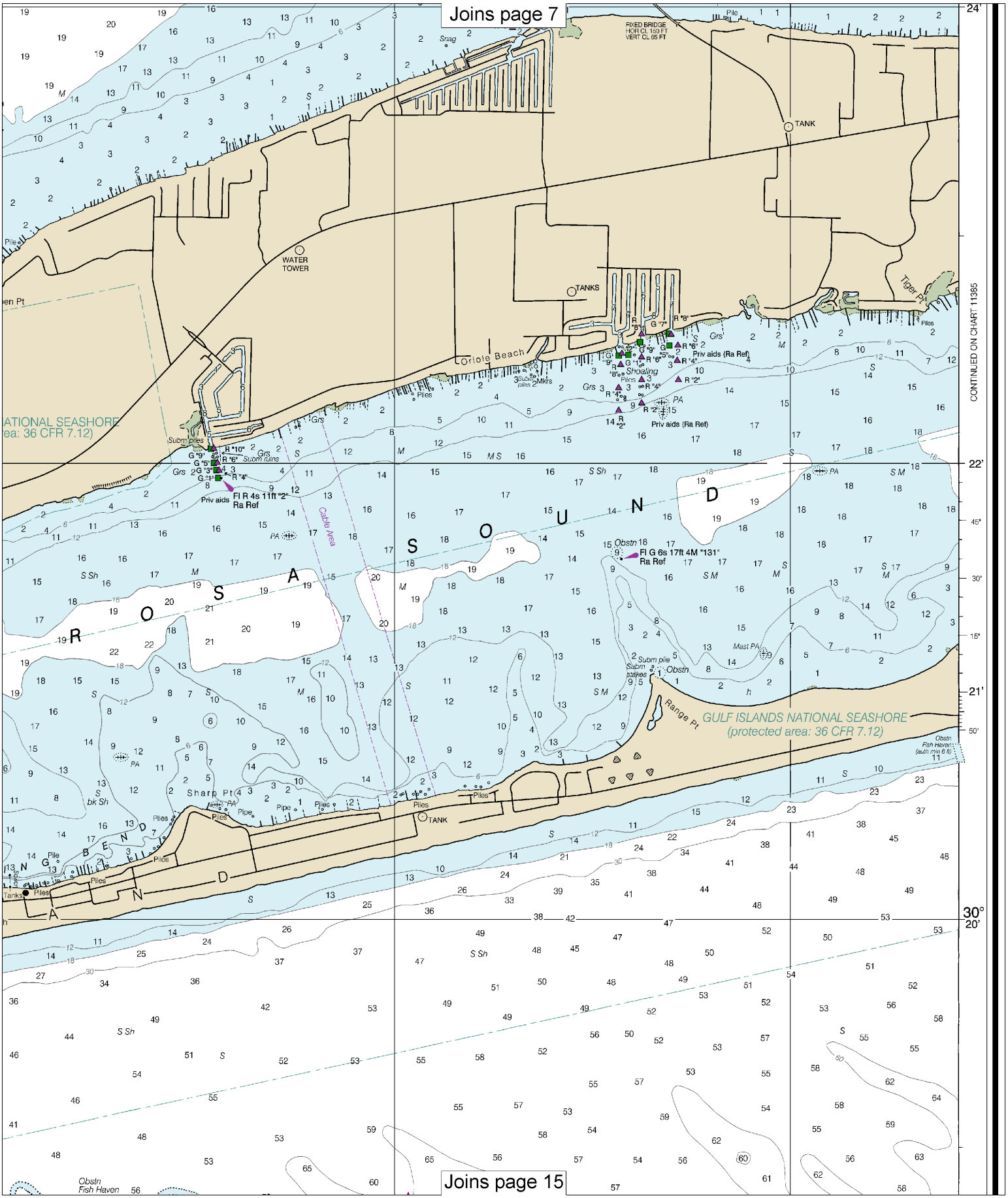
Note: Chart grid lines are aligned with true north.

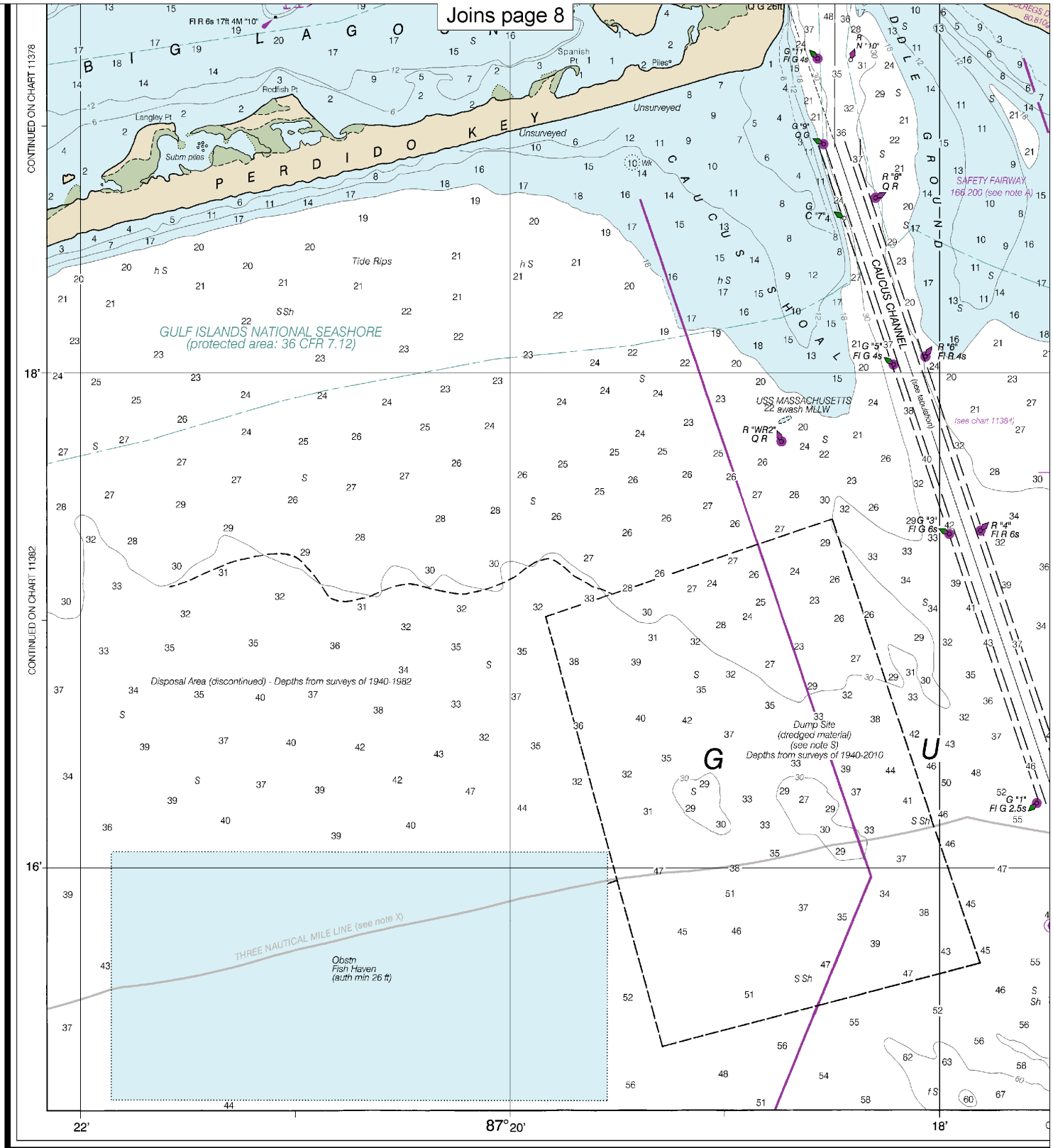
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 7
FIXED BRIDGE
HOR CL 150 FT
VERT CL 65 FT
TANK
WATER TOWER
TANKS
Oriole Beach
Priv aids (Ra Ref)
Shoaling
Fl R 4s 11ft "2"
Ra Ref
Fl G 6s 17ft 4M "131"
Ra Ref
Cable Area
ROSA SOUND
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
Range Pt
Sharp Pt
BEND
Obstn
Fish Haven
CONTINUED ON CHART 11385
Joins page 15
24'
22'
21'
30°
20'



11383

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

54th Ed., Oct. 2013. Last Correction: 8/16/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

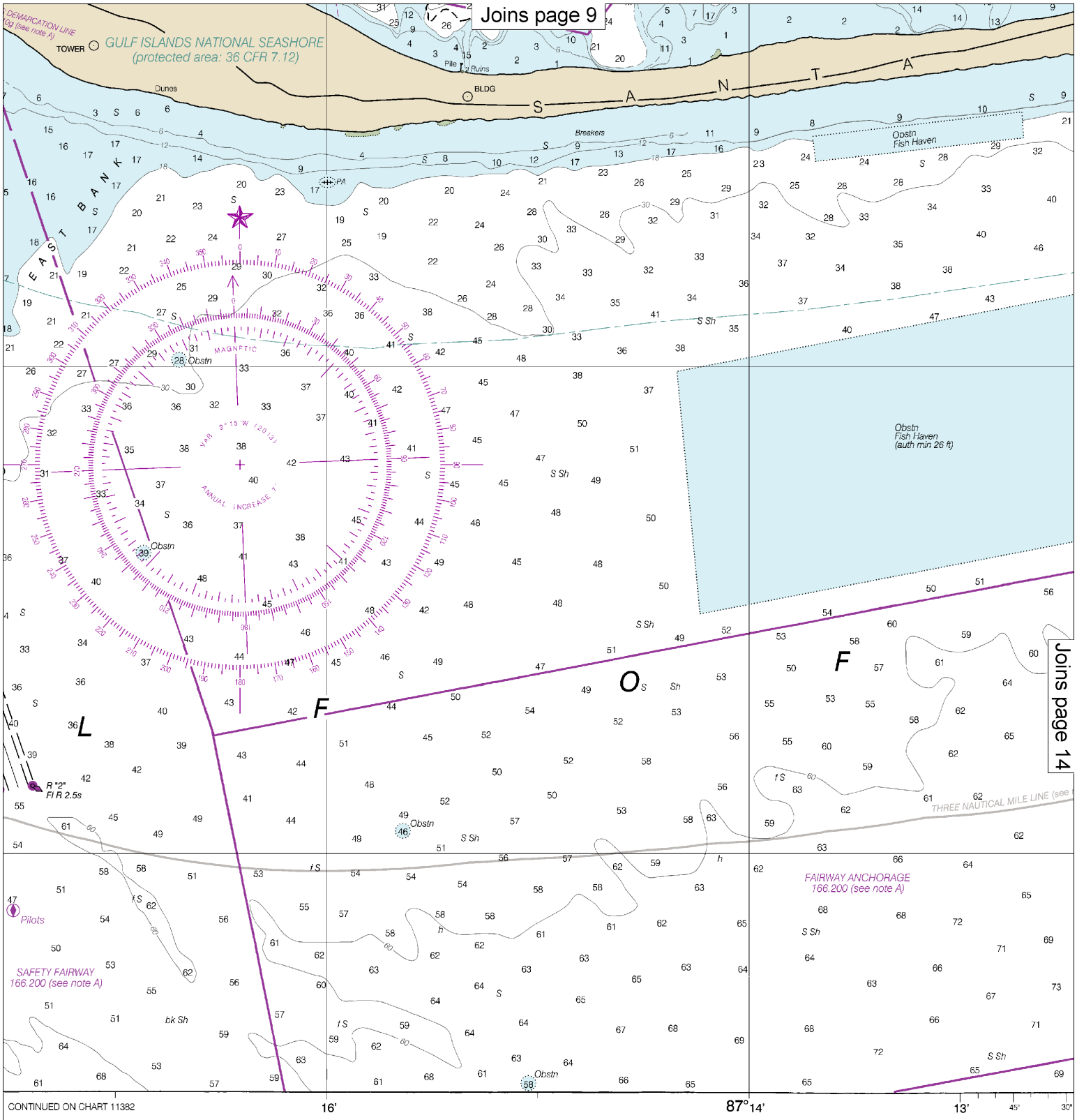
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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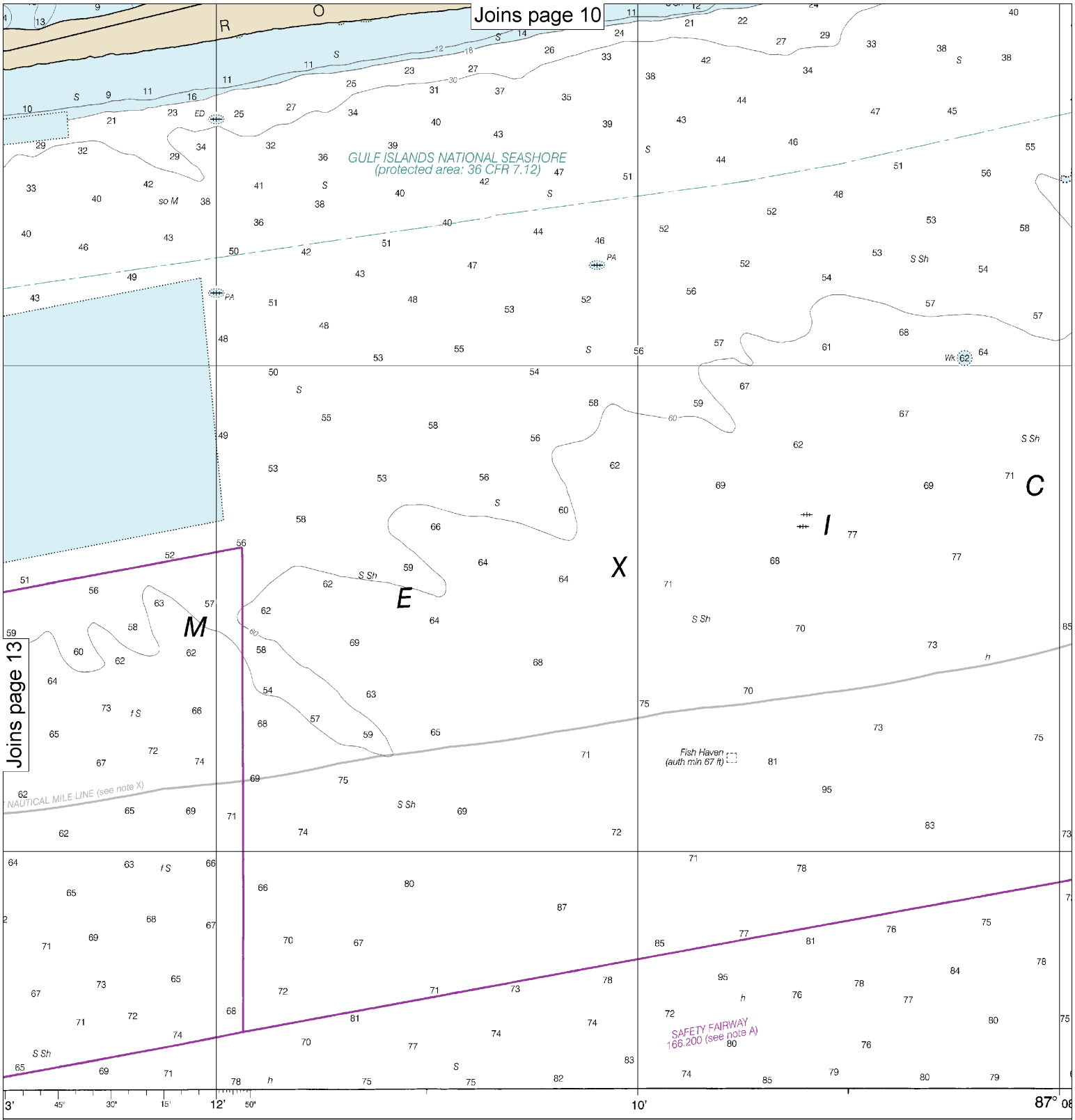

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DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEE

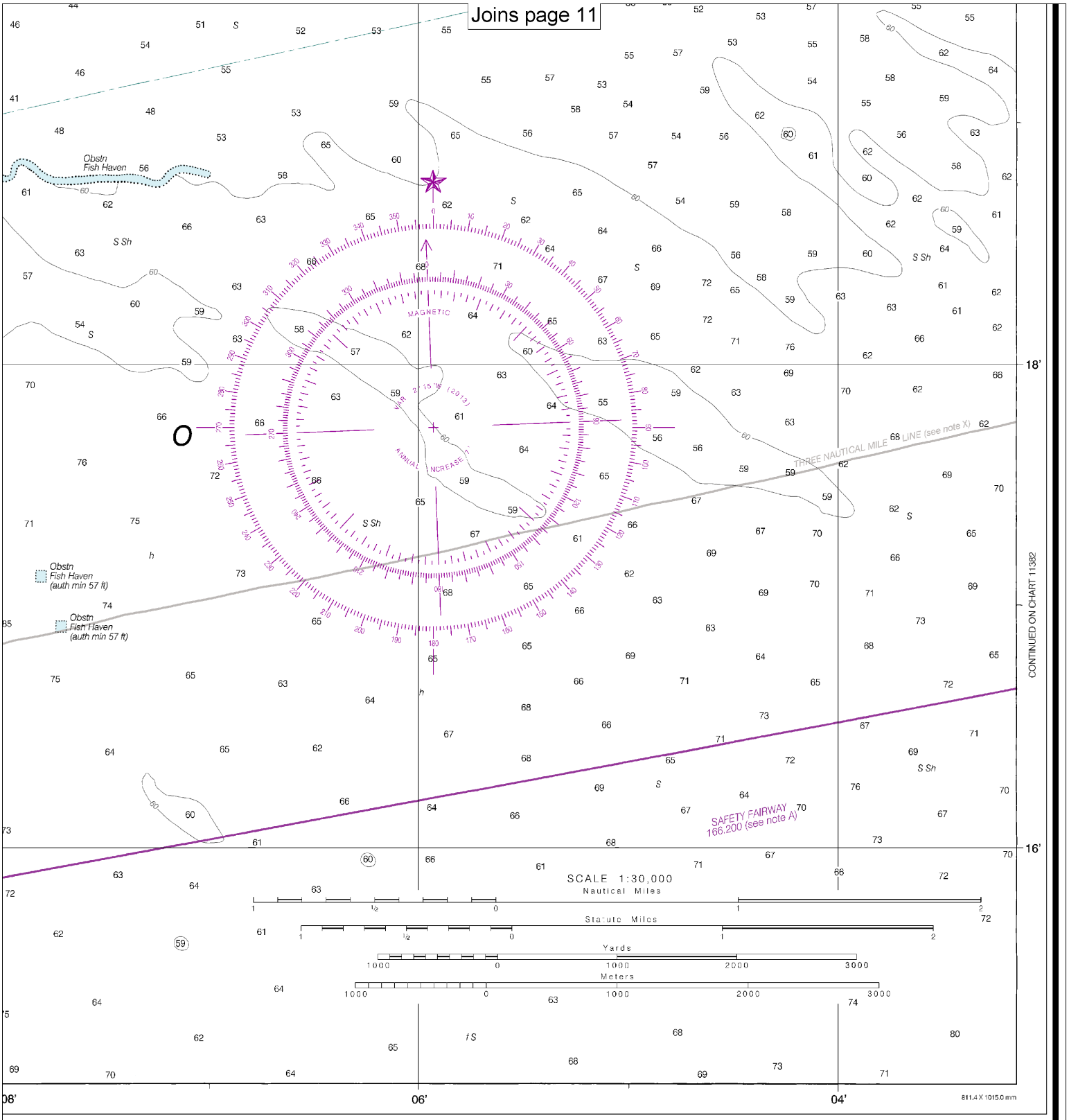
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



ET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Pensacola Bay

SOUNDINGS IN FEET - SCALE 1:30,000

11383

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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